



ICAO

International Civil Aviation Organization

The Second Meeting of the South Asia, Indian Ocean and Southeast Asia ATM Coordination Group (SAIOSEACG/2)

Bangkok, Thailand, 20 – 24 March 2023

Agenda Item 5: ATS Route Developments

PROGRESS ON USER-PREFERRED ROUTE (UPR) IMPLEMENTATION IN INDONESIA

(Presented by Indonesia)

SUMMARY

This paper presents information regarding the User Preferred Route (UPR) implementation progress within Indonesian airspace and the initial cross-border UPR implementation between Indonesia and the United States.

1. INTRODUCTION

1.1 Following the APANPIRG/33 discussion and report, Indonesia started to seek support from many states in the Asia/Pacific that have experience in implementing UPR and have interest to work with Indonesia on Cross-border UPR.

1.2 The UPR procedure aims to benefit airlines, act as a stimulus for traffic growth and allows the airlines to plan their flight through the most efficient route taking into consideration wind speed and direction, turbulence, temperature, aircraft type, and performance.

2. DISCUSSION

Early Phase of Trial

2.1 First trial began on June 2020. During this trial period, the applied conditions were as follows:

PARAMETER	PROCEDURES
Users	International overflying only
Level	F350 - F600
Entry and Exit	Published Waypoint only
Intermediary point	Published Waypoint (include nav aids & ATS route)
Proposal submission procedures	<ul style="list-style-type: none">▪ Not earlier than 12 hours but not later than 6 hours before EOBT;▪ Responded within 3 hours after submission
Usage	There are 3 proposed FPLs to fly by UPR rules. Only 1 (one) traffic fly by UPR rules (Q913) <i>Note:</i>

	<i>One was cancelled due to weather reasons, and the other was cancelled without confirmation.</i>
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2.2 After the first trial up to now, IATA has actively provided Indonesia with feedback as follows:

- Flight planning 12 hrs - 6 hours before EOBT was unfavourable as forecasted winds may not be available by that time.
- Wind condition may not be favourable during these periods and FL350 is not low enough.
- UPR may not be fully implemented in Australia and Port Moresby airspace.
- Via pre-defined entry/exit points are unfavourable.

Improvement Process

2.3 After evaluation, the next trial began on May 2021 with applied conditions as follows:

PARAMETER	PROCEDURES
Users	International overflying only
Level	F350 - F600
Entry and Exit	Published Waypoint only
Intermediary point	<ul style="list-style-type: none"> ▪ Published Waypoint (including navaid & ATS route) ▪ Designated point (latitude/longitude)
Proposal submission procedures	<ul style="list-style-type: none"> ▪ At least 3 hours before EOBT; ▪ Responded within 2 hours after submission
Usage	No Traffic

2.4 The third trial began on May 2022 to January 25th, 2023. During this trial period, the applied conditions are as follows:

PARAMETER	PROCEDURES
Users	International flight
Level	F310 - F600
Entry and Exit	<ul style="list-style-type: none"> ▪ Published Waypoint ▪ Designated point (latitude/longitude)
Intermediary point	<ul style="list-style-type: none"> ▪ Published Waypoint (including navaid & ATS route) ▪ Designated point (latitude/longitude)
Proposal submission procedures	<ul style="list-style-type: none"> ▪ At least 3 hours before EOBT; ▪ Responded within 2 hours after submission
Usage	more than 60 flights

2.5 The last trial began on January 25th, 2023- November 25th, 2023. At this fourth phase of the trial period, applied conditions are as follows:

PARAMETER	PROCEDURES
Users	International flight
Level	F310 - F600
Entry and Exit	<ul style="list-style-type: none"> ▪ Published Waypoint ▪ Designated point (latitude/longitude)
Intermediary point	<ul style="list-style-type: none"> ▪ Published Waypoint (including navaid & ATS route) ▪ Designated point (latitude/longitude)
Proposal submission procedures	No time restriction
Usage	7 (25 Jan-24 Feb 2023)

2.6 Indonesia has had close coordination with the United States and agreed to UPR operations within their boundaries. UPRs will be accepted for cross-boundary traffic between Oakland’s Oceanic FIR (KZAK) and Ujung Pandang FIR and have been incorporated into the operational Letter of Agreement.

2.7 Indonesia will evaluate the implementation of the UPR in quarter 3 (tentative) and will involve several interested parties. After the evaluation results are obtained, it will be followed by full implementation.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the information contained in this paper;
- b) provide inputs to Indonesia to optimize UPR implementation;
- c) initiate discussion in implementing UPR in the region (cross border); and
- d) discuss any relevant matters as appropriate.

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